



# Advisory Circular

**Subject:** Issuance of Export  
Airworthiness Approvals Under  
14 CFR Part 21 Subpart L

**Date:** Draft

**Initiated by:** AIR-200

**AC No:** 21-Subpart L

**Change:**

**1. PURPOSE.** This advisory circular (AC) provides information concerning Subpart L of Title 14 Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products and Parts (part 21). This AC describes an acceptable means, but not the only means, for compliance with the requirements of the new part 21 rule. Implementation of the new part 21 is required within eighteen (18) months of the issue date of the final rule. However, those applicants who choose to do so may begin operating to the new part 21 rule immediately upon its formal release by the Federal Aviation Administration (FAA).

**2. CANCELLATION.** None. This is the initial issue of this AC.

**3. RELATED READING MATERIAL.**

- a. Title 14 CFR part 21, Certification Procedures for Products and Parts.
- b. Order 8130.2, Airworthiness Certification of Aircraft & Related Products.
- c. Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.
- d. AC 21-2, Export Airworthiness Approval Procedures.

**4. DISCUSSION.** This AC covers all sections of 14 CFR part 21, Subpart L, Export Airworthiness Approvals. While some sections are self-explanatory, other sections require further discussion, information, and illustrative examples. The headings of each of the following main paragraphs are in the same chronological order as the regulation.

**a. Applicability.** Section 21.321 states that Subpart L prescribes the procedural requirements for issuing export airworthiness approvals and the rules governing the holders of those approvals. This includes requirements that address the different types of export airworthiness approvals, the application process, the issuance of the export airworthiness approvals, and the responsibilities of exporters. While Subpart L does not mandate the issuance of an export airworthiness approval, if an importing country or jurisdiction notifies the FAA that it wishes to have an export airworthiness approval issued

for an aircraft, aircraft engine, propeller, or article, the procedural requirements of Subpart L must be followed.

**b. Export airworthiness approvals.** Section 21.325 prescribes the types of export airworthiness approvals that are issued for aircraft, aircraft engines, propellers, and articles.

**(1) Export airworthiness approvals for new and used aircraft.** For new and used aircraft, the FAA will issue an export airworthiness approval in the form of an export certificate of airworthiness. The FAA will use FAA Form 8130-4, Export Certificate of Airworthiness, for issuing this approval to an aircraft. This FAA export certificate of airworthiness represents a certifying statement from the FAA that a given aircraft conforms to its FAA type design and is in a condition for safe operation at the time of examination and issuance of the certificate. In some instances, the FAA export certificate of airworthiness will also include a supplemental statement attesting to the aircraft's conformity of the importing country's type design. An export certificate of airworthiness is used only for the export of an aircraft, and it is not an authorization to operate the aircraft.

**(2) Export airworthiness approvals for aircraft engines, propellers, and articles.** For aircraft engines, propellers, and articles, this section states that an export airworthiness approval will be issued in a form and manner prescribed by the FAA. FAA Form 8130-3, Authorized Release Certificate, will be used for issuing these approvals to aircraft engines, propellers, and articles. This FAA export airworthiness approval represents a certifying statement from the FAA that a given aircraft engine, propeller or article conforms to its FAA approved design and is in a condition for safe operation at the time of examination and issuance of the certificate. The FAA will no longer issue FAA Form 8103-4 for the export airworthiness approval for aircraft engines and propellers, as was its practice in the past.

**(3) Issuance of FAA Forms 8130-4 and 8130-3 for products or articles manufactured and located in another country.** Form 8130-4 and Form 8130-3 may be issued for any product or article manufactured and located in another country as long as the FAA finds no undue burden in administering the applicable requirements of United States Code Title 49, and 14 CFR part 21, subpart L. Since the FAA issues the Form 8130-4 for aircraft, most decisions on undue burden will be made regarding the issuance of this form to aircraft manufactured and located in other countries. The FAA will determine the undue burden related to issuing an export airworthiness approval for aircraft during its assessment of a prospective production facility located outside the United States. The Form 8130-3 will normally be issued by an FAA production approval holder (PAH) for new aircraft engines, propellers and articles, and undue burden in this case should not be an issue. However, when a non-PAH applicant requests that the FAA issues the Form 8130-3 for new or used aircraft engines, propellers or articles located in another country, a decision of no undue burden for the FAA must be made prior to issuing the form.

**(4) Definitions of “new” or “used” products.** The regulations do not define “new” or “used” products. However, the FAA has determined that an aircraft may be

considered new as long as 1) ownership is retained by the manufacturer, distributor, or dealer; 2) there is no intervening private owner, lease, or time-sharing arrangements; and 3) the aircraft has not been used in any pilot school and/or air taxi operation. For uninstalled aircraft engines, propellers, or articles, these items are considered new if the item has no time-in-service.

**c. Application.** Section 21.327 prescribes that any person may apply for an export airworthiness approval, and that each applicant must apply in a form and manner prescribed by the FAA. For an export certificate of airworthiness for either a new or used aircraft, the applicant should use FAA Form 8130-1, Application for Export Certificate of Airworthiness, to apply to the FAA. Applications must be submitted to the FAA's district office that has geographic responsibility for the applicant. Further detailed application procedures may be found in FAA Order 8130.2, Airworthiness Certification of Aircraft & Related Products. For a new aircraft engine, propeller, or article, a PAH does not have to apply for an export airworthiness approval since a PAH already has the privilege to directly issue such approvals in accordance with part 21, subpart G. For all other persons (non-production approval holders), the application process for an export airworthiness approval for an aircraft engine, propeller, or article is the same as the process described above for a new or used aircraft.

**d. Issuance of export certificates of airworthiness.** Section 21.329 prescribes the requirements that must be met in order for the FAA to issue an export certificate of airworthiness to either a new or used aircraft. This includes aircraft manufactured and located outside the United States as long as the FAA finds no undue burden in administering the applicable regulations.

**(1) Export certificates of airworthiness for new or used aircraft manufactured under 14 CFR part 21, Subparts F or G.** The FAA will issue an export certificate of airworthiness for a new or used aircraft manufactured under 14 CFR part 21, subpart F, Production under Type Certificate, or subpart G, Production Certificates when the requirements of 14 CFR part 21, § 21.329 (a)(1)-(3) have been met.

(a) An aircraft must meet the airworthiness requirements under 14 CFR part 21 subpart H for, or already possess, a standard airworthiness certificate, or a special airworthiness certificate in either the primary or the restricted category. This means that a new or used aircraft does not have to have a standard airworthiness certificate or a special airworthiness certificate in the primary or restricted category prior to export, but they are required to meet the requirements of subpart H for such a certificate. An export certificate of airworthiness represents a statement from the FAA that a given aircraft conforms to its type design and is in a condition for safe operation. Since an aircraft in either the primary or restricted category has a type design, adequate basis exists for issuing an export certificate of airworthiness for such an aircraft that conforms to its type design and is in a condition for safe operation. Any other aircraft not meeting the requirements for a standard airworthiness certificate, or a special airworthiness certificate in the primary or restricted category, are not eligible to receive an export certificate of airworthiness. For example, aircraft issued a special airworthiness certificate in the limited, provisional, or

experimental category would not be eligible to receive an export certificate of airworthiness.

(b) Each requirement of the importing country or jurisdiction must be met before the FAA will issue an export certificate of airworthiness. FAA AC 21-2, Export Airworthiness Approval Procedures, Appendix 2, contains all the importing country or jurisdiction special requirements that have been notified to the FAA. This AC, including all special importing requirements listed in Appendix 2, can be found on the FAA's website ([www.faa.gov](http://www.faa.gov)). In addition, various Bilateral Aviation Safety Agreement (BASA) Implementation Procedures for Airworthiness (IPA) with certain countries or jurisdictions contain special importing requirements. Each IPA should be reviewed for the specific importing requirements associated with a particular country or jurisdiction. The text of all BASA IPAs can also be found on the FAA's website ([www.faa.gov](http://www.faa.gov)). It is the responsibility of the exporter, with the assistance of the FAA if needed, to determine whether an importing country or jurisdiction's special requirements have been met prior to export. The exporter will indicate whether or not any special importing requirements have been met on the FAA Form 8130-1, Application for Export Certificate of Airworthiness.

**(2) Export certificates of airworthiness for new or used aircraft not manufactured under 14 CFR Subparts F or G.** The FAA will also issue an export certificate of airworthiness for a new or used aircraft that was not manufactured under 14 CFR part 21, subpart F or G, when the requirements of § 21.329(a)(2)-(3) have been met. Examples of aircraft not manufactured under subparts F or G include "import" aircraft that have been issued an FAA type design in accordance with § 21.29, and aircraft that have been constructed using spare and surplus parts.

(a) A new or used aircraft must possess either a valid standard airworthiness certificate, or a valid special airworthiness certificate in either the primary or the restricted category, issued in accordance with the requirements of part 21, subpart H, prior to export.

(b) Each requirement of the importing country or jurisdiction must be met before the FAA will issue an export certificate of airworthiness. As described above, FAA AC 21-2, Export Airworthiness Approval Procedures, Appendix 2, (found on the FAA's website, [www.faa.gov](http://www.faa.gov)) contains all the importing country or jurisdiction special requirements that have been notified to the FAA. In addition, various Bilateral Aviation Safety Agreement (BASA) Implementation Procedures for Airworthiness (IPA) with certain countries or jurisdictions (also found on the FAA's website) contain special importing requirements. Once again, each IPA should be reviewed for the specific importing requirements associated with a particular country or jurisdiction. It is the responsibility of the exporter, with the assistance of the FAA if needed, to determine whether an importing country or jurisdiction's special requirements have been met prior to export. The exporter will indicate whether or not any special importing requirements have been met on the FAA Form 8130-1, Application for Export Certificate of Airworthiness.

**(3) Export certificates of airworthiness for new or used aircraft not meeting the requirements of § 21.329(a).** A new or used aircraft does not have to meet the requirements of § 21.329(a) in order for the FAA to issue an export certificate of airworthiness if the importing country or jurisdiction accepts a deviation from that requirement, and the FAA's export certificate of airworthiness lists as an exception each difference, if any, between the aircraft to be exported and its type design. At the time the FAA Form 8130-1, Application for Export Certificate of Airworthiness, is submitted, the exporter will identify to the FAA in writing those applicable requirements that cannot be complied with by the exporter. For example, an unassembled aircraft, or an aircraft fitted with a temporary installation for extra fuel or navigation equipment, does not meet the requirements of § 21.329(a), and the exporter must identify these items and the applicable requirements to the FAA.

(a) If the FAA is notified by an exporter that he/she cannot comply with the applicable requirements of § 21.329, and the FAA agrees with the exporter's declaration that those applicable requirements cannot be met, the FAA must then obtain a written statement from the Civil Aviation Authority (CAA) of the importing country or jurisdiction, prior to export, signifying its acceptance of such an aircraft. Requests for acceptance of these aircraft to the CAA of the importing country or jurisdiction should be transmitted to and received from authority-to-authority. Further detailed procedures for obtaining CAA acceptance of aircraft are contained in FAA Order 8130.2, Airworthiness Certification of Aircraft & Related Products.

(b) If a written statement of acceptance is received by the FAA from the CAA of the importing country or jurisdiction, the differences between the aircraft to be exported and its type design should be listed as an exception on the FAA's export certificate of airworthiness, with reference to the importing CAA's written statement of acceptance. Also, a list of other items not specifically related to the type design, but failing to meet the importing country or jurisdiction's requirements, should be attached to the export certificate of airworthiness. Examples of these types of items include copies of Materials Review Board (MRB) reports or production flight test reports that are no longer available for older, used aircraft. Further detailed procedures for this process are contained in FAA Order 8130.2, Airworthiness Certification of Aircraft & Related Products.

**(4) Verification of maintenance for used aircraft.** As described above in paragraphs (1) and (2), used aircraft must meet the airworthiness requirements under 14 CFR part 21 subpart H for, or already possess, either a standard airworthiness certificate or a special airworthiness certificate in either the primary or restricted category in order to be eligible for an export certificate of airworthiness. This includes verification that the used aircraft has been properly maintained to the specific requirements in order to maintain the validity of its present airworthiness certificate and associated eligibility for export. Verification of proper maintenance may include, but is not limited to, the requirements in (a) through (d) below. Any used aircraft unable to meet these requirements will require a written statement of acceptance from the CAA of the importing country or jurisdiction signifying their acceptance of the aircraft which does not meet § 21.329 (valid airworthiness certificate), and any associated maintenance requirements, prior to export.

(a) A used aircraft must have been properly maintained in accordance with 14 CFR part 43 and not have exceeded the time limitations of a 100-hour or annual type inspection;

(b) A used aircraft must have been properly maintained in accordance with 14 CFR part 121 and not exceeded the requirements of its continuous airworthiness maintenance program;

(c) A used aircraft must have been properly maintained in accordance with 14 CFR part 91 and not exceeded the requirements of its progressive inspection program;

(d) There must be a current weight and balance report; or

(e) A used aircraft in the restricted for primary category must have been properly maintained in accordance with 14 CFR part 43 and not exceeded the maintenance program criteria described in the aircraft's Operating Limitations.

**(5) Aircraft being exported to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA.** For new or used aircraft being exported to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA, an FAA export certificate of airworthiness is not necessary. A business or contractual agreement between the seller and the purchaser (e.g., the PAH and the aircraft end-user in the importing country or jurisdiction) does not constitute or qualify as a government-to-government request for an export certificate of airworthiness. However, the FAA will permit the issuance of FAA Form 8130-4 for export (to countries or jurisdictions for which no bilateral agreement exists or no definitive special import requirements have formally been notified to the FAA) for all eligible aircraft when they are found to conform to their FAA-approved design and are in a condition for safe operation. In these cases, the exporter is not required by the regulation to "meet each requirement of the importing country or jurisdiction" since in fact there are no special import requirements.

**e. Issuance of export airworthiness approvals for aircraft engines, propellers, and articles.** Section 21.331 prescribes the requirements for either a PAH or the FAA to issue an export airworthiness approval for aircraft engines, propellers, and articles. This includes aircraft engines, propellers, and articles manufactured and located outside the United States as long as the FAA finds no undue burden in administering the applicable regulations.

**(1) Issuance by a PAH of FAA Form 8130-3 for export of new aircraft engines, propellers, or articles.** A PAH may issue an export airworthiness approval, FAA Form 8130-3, Authorized Release Certificate, to export a new aircraft engine, propeller, or article that the PAH manufactured under its 14 CFR part 21 production approval when the requirements of § 21.331(a) have been met.

(a) A new aircraft engine, propeller, or article must conform to its FAA-approved design and be in a condition for safe operation. To make this determination for engines and propellers, the PAH will always perform an operational check. For more complex articles, this normally means a functional test will be performed by the PAH.

(b) A new aircraft engine, propeller, or article must meet each requirement of the importing country or jurisdiction. FAA AC 21-2, Export Airworthiness Approval Procedures, Appendix 2, contains all the importing country or jurisdiction special requirements that have been notified to the FAA. This AC, including all special importing requirements listed in Appendix 2, can be found on the FAA's website ([www.faa.gov](http://www.faa.gov)). In addition, various Bilateral Aviation Safety Agreement (BASA) Implementation Procedures for Airworthiness (IPA) with certain countries or jurisdictions contain special importing requirements. Each IPA should be reviewed for the specific importing requirements associated with a particular country or jurisdiction. The text of all BASA IPAs can also be found on the FAA's website ([www.faa.gov](http://www.faa.gov)). It is the responsibility of the PAH as the exporter, with the assistance of the FAA if needed, to determine whether an importing country or jurisdiction's special requirements have been met prior to export.

**(2) Issuance by a PAH of FAA Form 8130-3 for export of new aircraft engines, propellers, or articles not meeting the requirements of § 21.331.** A new aircraft engine, propeller, or article does not have to meet the requirements of § 21.331(a) in order for the PAH to issue an export airworthiness approval. In this case, the PAH must notify its FAA managing office in writing that an aircraft engine, propeller, or article does not meet the requirements of § 21.331(a). If the FAA agrees with the PAH's declaration that the applicable requirements cannot be met, a PAH may issue an export airworthiness approval only if:

(a) The importing country or jurisdiction accepts a deviation from that requirement, obtained from the importing country or jurisdiction by the FAA in accordance with paragraph (3) below, and

(b) FAA Form 8130-3, Authorized Release Certificate, lists:

(i) the requirement that is not met (i.e., does not conform to its approved design, is not in a condition for safe operation, or does not meet a special importing requirement), and

(ii) each difference, if any, between the new aircraft engine, propeller, or article to be exported and its approved design.

**(3) Obtaining written acceptance from the importing country or jurisdiction.** When a PAH notifies the FAA that a new aircraft engine, propeller, or article does not meet the requirements of § 21.331(a), and the FAA agrees with the PAH's declaration, the FAA must then obtain a written statement from the CAA of the importing country or

jurisdiction signifying its acceptance. Requests for acceptance of these new aircraft engines, propellers, or articles to the CAA of the importing country or jurisdiction should be transmitted to and received from authority-to-authority. Further detailed procedures for obtaining CAA acceptance of aircraft engines, propellers, or articles are contained in FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

**(4) Required statements on the FAA Form 8130-3 for export.** If a written statement of acceptance is received by the FAA from the CAA of the importing country or jurisdiction, the § 21.331 requirement that is not met, and the differences between the new aircraft engine, propeller, or article to be exported and its approved design, should be listed on the FAA Form 8130-3. Reference should be made to the importing CAA's written statement of acceptance. Also, other items not specifically related to the approved design, but failing to meet the importing country or jurisdiction's requirements, should be listed on the Form 8130-3. Examples of these types of items include copies of MRB reports, technical manuals describing the tools needed for maintenance, or spare parts catalogues that are not available. Further detailed procedures for this process are contained in FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

**(5) Issuance by the FAA of FAA Form 8130-3 for export of new aircraft engines, propellers, and articles.** A person who is not a PAH may obtain from the FAA or its designee an export airworthiness approval under 14 CFR part 21, subpart L, to export a new aircraft engine, propeller, or article.

**(6) Issuance by the FAA of FAA Form 8130-3 for export of used aircraft engines, propellers, and articles.** For a used aircraft engine, propeller, or article, any person (e.g., distributor, operator, private owner) may obtain from the FAA or its designee an export airworthiness approval if that used engine, propeller, or article meets the requirements of § 21.331(d).

(a) A used aircraft engine, propeller, or article must conform to its FAA-approved design and be in a condition for safe operation. This would include a statement from the exporter that a used aircraft engine, propeller, or article has been properly maintained in accordance with 14 CFR part 43.

(b) A used aircraft engine, propeller, or article must meet each requirement of the importing country or jurisdiction. As described above, FAA AC 21-2, Export Airworthiness Approval Procedures, Appendix 2, (found on the FAA's website, [www.faa.gov](http://www.faa.gov)) contains all the importing country or jurisdiction special requirements that have been notified to the FAA. Unlike the provisions for used aircraft, the BASA IPAs do not address used engines, propellers, and articles. It is the responsibility of the exporter, with the assistance of the FAA if needed, to determine whether an importing country or jurisdiction's special requirements have been met prior to export.

**(7) Export of new aircraft engines, propellers, or articles to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA.** For new aircraft engines,



propellers, or articles being exported to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA, an FAA Form 8130-3 issued for the purpose of export is not necessary. If a PAH has issued an airworthiness approval in accordance with the requirements 14 CFR subparts G, K, or O, this original airworthiness approval would remain with the new aircraft engine, propeller or article being exported (to a country or jurisdiction which has not notified the FAA of any special import requirements), and a supplemental Form 8130-3 for the purpose of export would not be issued. If the FAA has issued an airworthiness approval to a new aircraft engine, propeller, or article manufactured under 14 CFR subpart F, this original airworthiness approval would also remain with the new aircraft engine, propeller or article being exported (to a country or jurisdiction which has not notified the FAA of any special import requirements), and a supplemental Form 8130-3 for the purpose of export would not be issued.

**(8) Export of used aircraft engines, propellers, or articles to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA.** For used aircraft engines, propellers, or articles being exported to countries or jurisdictions for which there is no bilateral agreement or no definitive special import requirements that have been formally notified to the FAA, an FAA Form 8130-3 issued for the purpose of export is not necessary. A business or contractual agreement between the seller and the purchaser does not constitute or qualify as a government-to-government request for an export airworthiness approval. However, the FAA will permit the issuance of FAA Form 8130-3 for export (to countries or jurisdictions for which no bilateral agreement exists or no definitive special import requirements have been formally notified to the FAA) for all eligible used aircraft engines, propellers, and articles when they are found to conform to their FAA-approved design and are in a condition for safe operation. In these cases, the exporter is not required by the regulation to “meet each requirement of the importing country or jurisdiction” since in fact there are no special import requirements.

**f. Responsibilities of exporters.** Section 21.335 prescribes the responsibilities of exporters. Unless otherwise agreed to by the importing country or jurisdiction, each exporter must meet the requirements of § 21.335 (a) – (e).

**(1) Importing documents.** An exporter must forward to the importing country or jurisdiction all documents specified by that country or jurisdiction. These documents may be found in FAA AC 21-2, Export Airworthiness Approval Procedures, Appendix 2, which contains importing country or jurisdiction special requirements that have been notified to the FAA. This AC, including all special importing requirements listed in Appendix 2, can be found on the FAA’s website ([www.faa.gov](http://www.faa.gov)). In addition, various BASA IPAs with certain countries or jurisdictions may contain documentation requirements. Each IPA should be reviewed for the specific importing requirements associated with a particular country or jurisdiction. The text of all BASA IPAs can also be found on the FAA’s website ([www.faa.gov](http://www.faa.gov)).

**(2) Preservation and packaging.** An exporter must preserve and package products and articles as necessary to protect them against corrosion and damage during transit or storage, and state the duration of effectiveness of such preservation and packaging. This statement would normally be found in the aircraft, aircraft engine, or propeller logbook. FAA Forms 8130-4 (for aircraft) and 8130-3 (for aircraft engines, propellers, and articles) should also contain a statement regarding any special preservation and packaging. The exporter should also provide the importer any necessary instructions for returning the product or article to a condition for safe operation (de-preservation).

**(3) Removing temporary installations and restoring the aircraft.** An exporter must remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight. This task may be accomplished by the exporter, or someone acting on behalf of the exporter. Also, restoring the aircraft to the approved configuration includes ensuring that the aircraft conforms to its approved type design and is in a condition for safe operation.

**(4) Foreign entry clearances.** An exporter must secure all proper foreign entry clearances from all the countries or jurisdictions involved when conducting sales demonstrations or delivery flights.

**(5) Contacting the FAA Aircraft Registry.** When title to an aircraft passes or has passed to a foreign purchaser, an exporter must contact the FAA Aircraft Registry (AFS-750) to:

(a) Request cancellation of the U.S. registration and airworthiness certificates from the FAA, giving the date of transfer of title, and the name and address of the foreign owner;

(b) Return the Registration and Airworthiness Certificates to the FAA Aircraft Registry; and

(c) Provide a statement to the FAA Aircraft Registry certifying that the U.S. identification and registration numbers have been removed from the aircraft in compliance with §45.33.

**(6) Obtaining written acceptance from the importing country or jurisdiction.** Section 21.335 states that, unless otherwise agreed to by the importing country or jurisdiction, each exporter must meet the requirements of § 21.335 (a) – (e). If an exporter cannot meet the requirements of § 21.335 (a) – (e), the exporter will provide the FAA a written declaration stating which requirements cannot be complied with and a justification for each non-compliance.

(a) If an exporter does not meet the requirements of § 21.335(a) – (e), the FAA must obtain a written statement from the CAA of the importing country or jurisdiction signifying its agreement and acceptance that the exporter has not met one or

more of the requirements. Such requests to the CAA of the importing country or jurisdiction should be transmitted to and received from authority-to-authority. Further detailed procedures for obtaining CAA acceptance are contained in FAA Order 8130.2, Airworthiness Certification of Aircraft & Related Products.

(b) If a written statement of acceptance is received by the FAA from the CAA of the importing country or jurisdiction, the requirements not met by an exporter should be noted on the FAA Form 8130-4 (for aircraft) or the Form 8130-3 (for aircraft engines, propellers, and articles), with reference to the importing CAA's written statement of acceptance.

Frank P. Paskiewicz  
Manager, Production and Airworthiness  
Division, AIR-200